

1-7. (CANCELED)

8. (CANCELED)

9. (CURRENTLY AMENDED) The selector transmission according to claim [[8]] 15, wherein each one of said first, second, third, and fourth ~~shifting sets~~ coupling devices (29, 30, 31, 32) comprises sliding sleeves axially movable upon the respective first and second countershafts (15, 16) but non-rotatably connected therewith and synchronizer rings situated to the right and left thereof.

10. (CURRENTLY AMENDED) The selector transmission according to claim [[8]] 15, wherein the ~~end of said~~ transmission output shaft (28) ~~pointing to one of a differential or transfer transmission~~ is disposed essentially in an area of said starting and separating clutch (4).

11-14. (CANCELED)

15. (NEW) A selector transmission (1) for a motor vehicle in which two transmission shift positions located in a shifting gate (55) of a H or a multi-H transmission device (50) can respectively be shifted, the transmission comprising:

a single transmission input shaft (5);

a plurality of fixed transmission input gears (6, 7, 8, 9, 10) situated on the transmission input shaft (5) and arranged in an input gear sequence of a first transmission input gear (6) for driving a second transmission gear (G2) ratio and a transmission reverse gear (RG), a second transmission input gear (7) for driving a fourth transmission gear (G4) ratio and a sixth transmission gear (G6) ratio, a third transmission input gear (8) for driving a third transmission gear (G3) ratio, a fourth transmission input gear (9) for driving a first transmission gear (G1) ratio and a fifth transmission input gear (10) for driving a fifth transmission gear (G5) ratio;

a first countershaft (15) parallel with the transmission input shaft (5) and including

a first plurality of idler gears (11, 12, 13, 14) rotatably mounted upon the first countershaft (15) in a second gear sequence of a first idler gear (11) engaged with the first transmission input gear (6) for the second transmission gear (G2) ratio, a second idler gear (12) engaged with the second transmission input gear (7) for the fourth transmission gear (G4) ratio, a third idler gear (13) engaged with the third transmission input gear (8) for the third transmission gear (G3) ratio and a fourth idler

gear (14) engaged with the fourth transmission input gear (9) for the first transmission gear (G1) ratio; and

a first coupling device (29) for selectably coupling one of the first idler gear (11) and the second idler gear (12) with the first countershaft (15) and a second coupling device (30) for selectably coupling one of the third idler gear (13) and the fourth idler gear (14) with the first countershaft (15);

a reverse gear shaft (22) including

a first reverse gear (21) fixed on the reverse gear shaft (22) and engaged with the fourth transmission input gear (9) and a second reverse gear (23);

a second countershaft (16) including

a second plurality of idler gears (17, 18, 19) rotatably mounted on the second countershaft (16) in a third gear sequence of a fifth idler gear (17) engaged with the second reverse gear (23), a sixth idler gear (18) engaged with the second transmission input gear (7) for the sixth transmission gear (G6) ratio, and a seventh idler gear (19) engaged with the a fifth transmission input gear (10) for the fifth transmission gear (G5) ratio; and

a third coupling device (31) for selectively coupling one of the fifth idler gear (17) and the sixth idler gear (18) with the second countershaft (15) and a fourth coupling device (32) for selectively coupling the seventh idler gear (19) with the second counter shaft (16); and

a transmission output shaft (28) having a transmission output gear (27) engaged with a first output gear (24) fixed on the first countershaft (15) and with a second output gear (26) fixed on the second countershaft (16), whereby

the second transmission input gear (7) engages the second idler gear (12) and the sixth idler gear (18) to generate both the fourth transmission gear (G4) ratio and the sixth transmission (G6) gear ratio, and

a first transmission gear pair (6, 11; 7, 12) for the second and fourth transmission gear (G2, G4) ratios, a second transmission gear pair (8, 13; 9, 14) for the third and first transmission gear (G3, G1) ratios and a third transmission gear pair (23, 17; 7, 18) for the reverse and sixth transmission gear (RG, G6) ratios are non-consecutive gears with respect to a common shifting gate (55), whereby the transmission (1) further includes

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a mechanical conversion device (50C) which converts a shift lever (52) movement in a shifting gate (51) of an H or multi-H shifting gate (55) from one gear position to a next gear position (G1-G2; G3-G4; G5-G6) into actuation movements for two of the first, second, third, and fourth coupling devices (29, 30, 31, 32).